



***Supply***

***REPAIRABLE PROCESSING***

**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

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OPR: 944 LSS/LGLM (MSgt R. Adamson)  
Supersedes 944 FWI 23-201, 15 October 1999

Certified by: 944 LG/CC (Col W. Gardner)

Pages: 3

Distribution: F

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This instruction implements AFD 23-1, *Requirements and Stockage of Material*. It establishes local procedures for processing repair cycle assets due in for maintenance (DIFM). It applies to all maintenance activities within the 944 Fighter Wing (FW).

***SUMMARY OF REVISIONS***

This revision adds and revises text (paragraphs 1.1.4., 1.2.2., 2.1.3. and 2.2.3.) An asterisk (\*) indicates revision from previous edition.

**1. Responsibilities:**

1.1. The maintenance supply liaison (MSL) manages repair cycle assets in the 944 FW to include:

1.1.1. Coordinating DIFM matters with the 56 FW Supply Inbound Turn In Section.

1.1.2. Maintaining a master DIFM listing (D23) indicating current status of repairable assets.

1.1.3. Advising maintenance supervisors of potential delinquent DIFMs.

\*1.1.4. Keying initial DIFM status codes and location of repair cycle assets in Standard Base Supply System (SBSS) or Core Automated Maintenance System (CAMS) within 30 minutes after physical arrival in the work center.

1.2. Shop supervisors are responsible for scheduling and controlling DIFM assets within their respective shops. This involves:

1.2.1. Expeditious moving of repairable assets from one work center to another. Ensure proper documentation and container accompany the asset through the repair cycle.

\*1.2.2. Expeditious processing and turn-ins to prevent DIFM assets from becoming delinquent. The 944 FW current repair cycle goal is 5 duty days: 2 days at flight line, 2 days at back shop and 1 day at supply.

1.2.3. Preventing unauthorized cannibalization of DIFM assets.

1.3.4. Providing secured storage area for DIFM assets that are awaiting parts.

## **2. Procedures:**

2.1. Pick-up and delivery of repairable items:

2.1.1. The repairable assets ordered by 302d Fighter Squadron Maintenance (302 FSM) support section are sent to the repair shop. Assets that are not repairable at this station are turned into the 56 FW Supply Inbound Turn In Section by the 302 FSM support section.

2.1.2. After each shop completes repair work, they will notify the next shop for pick-up and annotate block 15 of the AFTO Form 350, **Repairable Item Processing Tag**, to show what work was done. When the last shop completes the work, they will turn the asset over to a main pick-up point.

\*2.1.3. The four main pick-up points are AIS, Hydraulic Shop, MSL and 302 FSM. Each pick-up point will keep an AF Form 2520, **Repair Cycle Control Log**. Assets that are bulky and or heavy can be picked up at the repair shop by calling the 56th Transportation Squadron dispatch (6-6866) and notifying them of a large DIFM pick up.

2.2. Maintenance turn-in:

2.2.1. All DIFM assets are turned in to Supply.

2.2.2. The shop makes sure the DIFM asset is properly condition-tagged and secured in its reusable container.

\*2.2.3. The 56th Transportation Squadron will pick up DIFM parts as required from the four main pick-up points and sign AF Form 2520 verifying turn in.

2.2.4. The work center will ensure turn-in actions are done by reviewing the D04, Daily Document Register.

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Commander

**Attachment 1****GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

AFRCI 21-101, *Aircraft Maintenance Guidance and Procedures*

AFMAN 23-110, *Standard Base Supply Procedures*

T.O. 00-20-3, *Maintenance Processing of Reparable Property and the Repair Cycle Asset Control System*

***Acronyms***

**AFPD** – Air Force Policy Directive

**AFTO** – Air Force Technical Order

**CAMS** – Core Automated Maintenance System

**DIFM** – due in for maintenance

**FW** – Fighter Wing

**MSL** – maintenance supply liaison

**SBSS** – Standard Base Supply System

**302 FSM** – 302d Fighter Squadron Maintenance